2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

68

Orange County Town of Gordonsville Town of Orange

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					OI	range Maintenance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	ail 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		01 0 11								
3	4.89	13000	G	95%	0%	Culpeper County Line 1% 1% 3%	0%	F	0.078	F	0.531	13000	G	2003
3	0.12	24000	G	95%	0%	SR 20 Wilderness 1% 1% 3%	0%	F	0.074	F	0.501	24000	G	2003
				""		Spotsylvania County Line								
Fown of Gordonsville				From:		SCL Gordonsville								
15 Martinsburg Ave	1.12	8900	G	88% To:	1%	3% 1% 8% S SR 231	0%	F	0.085	F	0.589	8900	G	2003
15)	0.18	13000	N	88% To:	1%	US 33 4% 1% 5%	0%	N	0.087	N	0.564	13000	N	2003
2 C 1				10.		NCL Gordonsville								
Orange County				From:		NCL Gordonsville								
15	4.51	13000	G	88%	1%	4% 1% 5% 68-639	0%	F	0.087	F	0.564	13000	G	2003
15)	2.25	10000	G	From: 88%	1%	4% 1% 5%	0%	С	0.087	F	0.502	10000	G	2003
<u> </u>				To:		SCL Orange								
Town of Orange				From:		SCL Orange								
15 James Madison Highwa	1.13	11000	G	90%	1%	3% 1% 5%	0%	С	0.088	F	0.506	11000	G	2003
(15) Caroline Street	0.28	14000	G	91%	1%	Old Gordonsville Road 3% 1% 4%	0%	С	0.086	F	0.526	14000	G	2003
15	0.17	13000	G	From: 88%	1%	S SR 20 4% 1% 5%	0%	F	0.085	F	0.509	13000	G	2003
15 Madison Street	0.24	8800	G	From: 93%	1%	SR 20 Caroline Street 3% 0% 3%	0%	С	0.085	F	0.520	8800	G	2003
Madia an Otra at	0.04	40000		From:	40/	Main Street	00/	\vdash	0.000	_	0.545	47000		0000
15 Madison Street	0.61	16000	G	95%	1%	2% 0% 2%	0%	C	0.086	F	0.545	17000	G	2003
James Madison Highwa	1.10	8800	G	93% To:	0%	Lafayette Street 2% 1% 4% 68-721 NCL Orange	0%	С	0.087	F	0.517	8800	G	2003
Orange County				I		00 721 NCL Orange								
~~~				From:		68-721 NCL Orange								
[15]	1.32	7800	G	91%	1%	2% 1% 5%	0%	F	0.086	F	0.526	7800	G	2003
				From:		Madison County Line								
20 Stony Point Rd	1.30	2300	G	97%	0%	Albemarle County Line 0% 1% 1%	0%	F	0.106	F	0.583	2300	G	2003
	0.22	CEOO.	G	From:	00/	W US 33	00/	F	0.000	F	0.502	6500		2002
20 (33)	0.22	6500	G	89%	0%	2% 4% 5%	0%	F I	0.092	Г	0.583	6500	G	2003
20)	5.63	2700	G	94%	1%	E US 33 2% 1% 3%	0%	С	0.09	F	0.541	2700	G	2003
	5.76	4200	G	From: 95%	0%	SR 231 2% 1% 2%	0%	С	0.089	F	0.531	4200	G	2003
20	3.70	4200	•	70:	0 70	WCL Orange	0 70		0.003	'	0.551	4200	0	2003
Town of Orange														
20) W Main Street	0.47	5500	G	96%	1%	WCL Orange 1% 1% 1%	0%	С	0.095	F	0.534	5500	G	2003
				To: From:		SR 20 Bus		<b> </b>						
20	0.15	5400	G	95% To:	0%	2% 1% 2% N US 15	0%	F	0.095	F	0.557	5500	G	2003
$\bigcirc$			_	From:		W US 15				_			_	
20 [15]	0.17	13000	G	88% To:	1%	4% 1% 5% E RT 15	0%	F	0.085	F	0.509	13000	G	2003
				From:		S US 15 Caroline Street								
20 Berry Hill Road	0.66	10000	G	92%	2%	2% 1% 3%	0%	С	0.088	F	0.529	10000	G	2003
$\overline{}$				To:		68-612								

					Or	ange Ma	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tri 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Orange				From:			68-612		1							
20	0.08	11000	G	95% To:	0%	2%	0% L Orange	2%	0%	F	0.088	F	0.535	11000	G	2003
Orange County																
20	2.24	11000	N	95%	0%	2%	L Orange 0%	2%	0%	N	0.088	N	0.535	11000	N	2003
20	6.01	8000	G	95%	0%	2%	68-629 <b>0</b> %	2%	0%	F	0.077	F	0.512	8000	G	2003
20	2.28	6600	G	95%	0%	US 522 Ea 2%	0%	2%	0%	F	0.078	F	0.529	6700	G	2003
20	6.38	6500	G	95%	0%	2%	68-650 <b>0</b> %	2%	0%	F	0.079	F	0.578	6500	G	2003
20	4.73	8700	Α	95% To:	0%	2%	68-611 0% Wildernes	2% ss	0%	С	0.095	Α	0.582	8600	Α	2003
Town of Orange						5103			·							
Bus 20 Main Street	0.24	5900	G	97%	0%	Caro	1%	1%	0%	С	0.096	F	0.525	5900	G	2003
Bus 20 Byrd Street	0.47	7200	G	From: 99%	0%	0%	n Street E	0%	0%	С	0.09	F	0.51	7200	G	2003
				To-		N INT	Berry Hill	Rd								
Orange County				From:		Стото	Country	ina	1							
33 Spotswood Trail	4.51	6700	G	90%	1%	2%	3% V SR 20	4%	0%	С	0.095	F	0.542	6700	G	2003
33	0.22	6500	G	89% 	0%	2%	4% E SR 20	5%	0%	F	0.092	F	0.583	6500	G	2003
(33)	5.44	5200	G	89% To:	0%	2%	4% Gordonsvi	5% lle	0%	С	0.094	F	0.546	5300	G	2003
Town of Gordonsville																
(33)	0.01	5200	N	89%	0%	2%	Gordonsvi 4%	5%	0%	N	0.094	N	0.546	5300	N	2003
(33)	0.15	6500	G	From: 90% To:	1%	2%	Blue Ridg 2% US 15	ge Trnpk 4%	0%	С	0.091	F	0.540	6500	G	2003
~~~				From:		S	SR 231									
(33) (15) Martinsburg Ave	1.12	8900	G	88% To:	1%	3% SCL (1% Gordonsvil	8% lle	0%	F	0.085	F	0.589	8900	G	2003
Orange County				From:		Louisa	County L	ine	1							
231	0.58	4600	G	95% To:	1%	1%	1% Gordonsvil	2%	0%	F	0.089	F	0.631	4700	G	2003
Town of Gordonsville																
231	0.58	4600	N	95% To:	1% L	SCL 0 1% JS 15 Sout	Gordonsvil 1% h of Gordo	2%	0%	N	0.089	N	0.631	4700	N	2003
231 (33)	0.15	6500	G	90%		5 & RT 3 2%			0%	С	0.091	F	0.540	6500	G	2003
231	0.02	950	G	From: 94%	US 33	2%	2%	2%	.E 0%	С	0.105	F	0.583	950	G	2003
0 0 1						NCL (Gordonsvi	iie								
Orange County (231)	6.09	950	N	94%	1%	NCL 0	Gordonsvii 2%	lle 2%	0%	N	0.105	N	0.583	950	N	2003
231) Blue Ridge Turnpike	0.58	1200	G	From: 93%	1%	4%	SR 20 1%	2%	0%	F	0.096	F	0.629	1200	G	2003
				To:		Madiso	n County I	Line								

					U	range mantenar	ice Aica								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		G . 1	T .	i							
F22	8.87	2000	G	91%	0%	Spotsylvania Count 2% 2%	y Line 5%	0%	С	0.084	F	0.612	2000	G	2003
522	0.07		•		070		0,0		Ū	0.001	•	0.012	2000	Ū	2000
F22)	6.84	3800	G	From: 91%	0%	SR 20 2% 2%	5%	0%	F	0.084	F	0.654	3800	G	2003
522	0.01	0000	•	To:	070	Culpeper County		7,0	•	0.001	•	0.001	0000	Ū	2000
				From:		68-629									
600	4.70	540	R			00 029				NA			NA		12/02/200
				To:		SR 20 EAST	ı								
	4.50	470	_	From:		SR 20 WEST				NIA			NIA		44/05/00/
600	1.50	170	R							NA			NA		11/25/200
				From:		1.50 MN SR 2	.0								
600	1.56	130	R	To:		CO C15				NA			NA		11/25/20
				To:		68-615		J							
\bigcirc	0.70		_	From:		SR 20									4000
601)	3.70	570	R							NA			NA		1999
				From:		68-603									
601)	0.60	930	R							NA			NA		1999
				To:		SR 3									
				From:		68-741									
602	2.20	390	R							NA			NA		1999
				To:		68-621 WEST									
(000)	1.50	480	R	<u> </u>		68-621 EAST				NA			NA		1999
602	1.00	400		. —						14/ (14/1		1000
$\overline{}$	4.50	400		From:		68-622				NIA			NIA		40/00/00
602	1.50	160	R							NA			NA		12/02/20
<u> </u>				From:		68-692									
602	3.30	70	R	_						NA			NA		12/02/20
				To:		68-611									
\sim				From:		68-611									
603	1.20	250	R							NA			NA		1999
				To: From:		68-685		-							
603	0.30	250	R							NA			NA		1999
				To:		0.30 MN 68-68	35	-							
603	0.20	60	R	FIOIII.						NA			NA		12/02/20
				To:		68-715									
603)	2.90	80	R	From:		00-715				NA			NA		12/02/20
(003)		•	•••	Ter		200101007		1							, 0_, _0
	0.12	70	R	From:		2.90 MN 68-7	15			NA			NA		1999
603	0.12	70	ĸ							INA			INA		1999
\bigcirc	4.70	000		From:		68-614				NIA			NIA		4000
603)	1.70	320	R	To:		68-601		1		NA			NA		1999
	0.20	70	_	From:		Dead End				NIA			NIA		40/00/00
604)	0.30	70	R							NA			NA		12/02/20
				From:		68-621									
604)	2.10	720	G	92%	3%	3% 0%	1%	0%	С	0.095	F	0.530	720	G	2003
				To:		68-611									
\cap				From:		68-621									10/22:
605	0.30	120	R							NA			NA		12/02/200
				To: From:		68-698		}							
605	0.90	80	R							NA			NA		12/02/20
				To:		Dead End									
				From:		68-692									
606)	1.80	90	R							NA			NA		12/02/20
				To:		68-608									

Route Length AADT QA 4 Tire Bus 2 2 2 2 3 4 1 Trail 2 Trail QC K Factor AAVIDT QW Year Trail Control Con						Or	range Maintena	nce Area								
Control Cont	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
	Orange County								-							
	607)	0.90	3600	G	98%	0%	1% 1%		0%	С	0.107	F	0.568	3600	G	2003
1.00 1700 G 90% 27% 57% 17% 37% 07% C 0.101 F 0.611 1700 G 2003					From:			ty Line	1							
130 1700 G 90% 2% 5% 1% 3% 0% F 0.091 F 0.655 1700 G 2003	608)	1.00	1700	G	90%	2%	5% 1%	•	0%	С	0.101	F	0.611	1700	G	2003
	608	1.30	1700	G	90%	2%	5% 1%		0%	F	0.091	F	0.655	1700	G	2003
		1.00	130	R	From:						NA			NA		12/02/2002
600					To:		Dead End									
609 0.79 350 G 97% 0% 1% 1% 1% 0% F 0.136 F 0.555 350 G 2003 609 1.47 330 G 97% 0% 1% 1% 1% 0% F 0.126 F 0.593 340 G 2003 609 2.40 950 G 97% 0% 1% 1% 1% 0% F 0.126 F 0.593 340 G 2003 610 1.30 120 R	609	0.10	410	G		0%			0%	F	0.121	F	0.542	410	G	2003
600					To:		68-610		1							
	609	0.79	350	G		0%	1% 1%	1%	0%	F	0.136	F	0.555	350	G	2003
609 2.40 950 G 97% 0% 196 196 196 196 0% C 0.105 F 0.602 960 G 2003		4 47	220			00/		40/	00/		0.400		0.500	240		2002
Section Sect		1.47	330	G	To:	0%		1%	0%	F	0.126		0.593	340	G	2003
Secret Column Line Secret	609	2.40	950	G	97 <u>%</u>	0%		1%	0%	С	0.105	F	0.602	960	G	2003
					From:		Greene County	Line	İ							
	(610)	1.30	120	R							NA			NA		09/03/2002
611 2.60					To:		68-609									
611 2.44 440 G 97% 0% 2% 1% 1% 0% F 0.096 F 0.565 440 G 2003 611	(611)	2.60	480	G	From:		US 522				0.089	F	0.633	480	G	2003
611 2.44 440 G 97% 0% 2% 1% 1% 0% F 0.096 F 0.565 440 G 2003 611 1.90 670 G					To:		68-663		ŀ							
611 1.90 670 G	611)	2.44	440	G		0%		1%	0%	F	0.096	F	0.565	440	G	2003
611	644	1 90	670	G	From:		68-672				0.091	F	0 519	670	G	2003
611	(611)	1.50	0,0	Ü	To:		60, 60 2 E 4 G	T.			0.001		0.515	070	J	2000
Since Sinc		4.46	1100	G		0%			0%	С	0.095	F	0.696	1200	G	2003
611					To:		SR 20									
611 1.50 250 R	(611)	1.30	1200	G		0%	2% 1%	2%	0%	С	0.098	F	0.562	1200	G	2003
Spotsylvania County Line Spotsylvania County Line Spotsylvania County Line NA NA 11/25/2002					To-		68-604		ŀ							
Spotsylvania County Line	(611)	1.50	250	R							NA			NA		1999
612 0.01 320 R																
612 2.51 370 R NA NA 11/25/2002 612 0.05 640 R NA NA 11/25/2002 612 1.12 540 R NA	(40)	0.01	320	P	From:		Spotsylvania Coun	ty Line			NΔ			NΔ		11/25/2002
612 2.51 370 R	(612)	0.01	320	IX	To:		68-661				INA			INA		11/25/2002
612 0.05 640 R					From:											
612 0.05 640 R	(612)	2.51	370	R							NA			NA		11/25/2002
612 1.12 540 R To 68-669 EAST From 68-669 WEST 612 3.90 1500 G 98% 0% 1% 1% 1% 0% C 0.089 F 0.619 1500 G 2003 To 68-631 From 69-631					To: From:		68-651 EAS	Т	ŀ							
612 1.12 540 R To 68-669 EAST 612 2.48 1100 G 98% 0% 1% 1% 1% 0% F 0.090 F 0.544 1200 G 2003 612 3.90 1500 G 98% 0% 1% 1% 1% 0% C 0.089 F 0.619 1500 G 2003 612 0.90 1900 G 98% 0% 1% 1% 1% 0% F 0.093 F 0.667 1900 G 2003 612 1.98 1900 G 98% 0% 1% 1% 1% 0% F 0.091 F 0.621 1900 G 2003		0.05	640	R	To-		68-651 WES	Т			NA			NA		11/25/2002
612 2.48 1100 G 98% 0% 1% 1% 1% 0% F 0.090 F 0.544 1200 G 2003 (612) 3.90 1500 G 98% 0% 1% 1% 1% 0% C 0.089 F 0.619 1500 G 2003 (612) 0.90 1900 G 98% 0% 1% 1% 1% 0% F 0.093 F 0.667 1900 G 2003 (612) 1.98 1900 G 98% 0% 1% 1% 1% 0% F 0.091 F 0.621 1900 G 2003	(612)	1.12	540	R							NA			NA		11/25/2002
612 2.48 1100 G 98% 0% 1% 1% 1% 0% F 0.090 F 0.544 1200 G 2003 612 3.90 1500 G 98% 0% 1% 1% 1% 0% C 0.089 F 0.619 1500 G 2003 612 0.90 1900 G 98% 0% 1% 1% 1% 0% F 0.093 F 0.667 1900 G 2003 612 1.98 1900 G 98% 0% 1% 1% 1% 0% F 0.091 F 0.621 1900 G 2003																
612) 3.90 1500 G 98% 0% 1% 1% 1% 0% C 0.089 F 0.619 1500 G 2003 (612) 0.90 1900 G 98% 0% 1% 1% 1% 0% F 0.093 F 0.667 1900 G 2003 (612) 1.98 1900 G 98% 0% 1% 1% 1% 0% F 0.091 F 0.621 1900 G 2003	612)	2.48	1100	G		0%			0%	F	0.090	F	0.544	1200	G	2003
Columbia	3.90	1500	G	From: 98%	0%		1%	0%	С	0.089	F	0.619	1500	G	2003	
612 0.90 1900 G 98% 0% 1% 1% 1% 0% F 0.093 F 0.667 1900 G 2003 To					To:											
612) 1.98 1900 G 98% 0% 1% 1% 1% 0% F 0.091 F 0.621 1900 G 2003	612	0.90	1900	G	98%	0%	1% 1%	1%	0%	F	0.093	F	0.667	1900	G	2003
(612) 1.98 1900 G 98 % 0% 1% 1% 1% 0% F 0.091 F 0.621 1900 G 2003																
To: SR 20	(612)	1.98	1900	G		0%	1% 1%	1%	0%	F	0.091	F	0.621	1900	G	2003
					To:		SR 20									

Route	Length	AADT	QA	4Tire	Bus	Tru			\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		Dead End									
613)	0.40	170	R			Dead End				NA			NA		09/03/200
				To:		68-670									
	3.98	330	R	From:		68-611				NA			NA		1999
614)	5.30	330	IX.	To:		68-603				INA			INA		1999
				From:		ECL Orange									
615)	3.30	1300	G	89%	1%	3% 5%	2%	0%	С	0.097	F	0.611	1300	G	2003
	4.40	4200		From:	40/	68-600	20/	00/		0.000		0.000	4200		2002
615)	1.18	1300	G	89%	1%	3% 5%	2%	0%	F	0.099	F	0.668	1300	G	2003
615)	1.13	1200	G	From: 89%	1%	68-627 3% 5%	2%	0%	F	0.105	F	0.643	1200	G	2003
(813)				To:	.,,	Culpeper County I			•	000		0.0.0			
				From:		Dead End									
616	0.79	100	R	<u>-</u>				<u>-</u>		NA			NA		11/14/200
				To: From:		0.79 ME Dead E	nd								
616 616	0.11	100	R							NA			NA		11/14/200
$\overline{\bigcirc}$				From:		68-633									
(616)	0.30	380	R							NA			NA		11/14/200
	0.04	200	_	From:		68-641				NIA.			NIA		44/44/000
616)	0.61	620	R	To:		SR 20		1		NA			NA		11/14/200
				From:		SR 20		1							
617)	1.67	540	R			511 20				NA			NA		1999
				To:		68-666									
617)	1.75	380	R	rioni.						NA			NA		1999
				To: From:		68-627									
617)	1.10	460	R							NA			NA		1999
				To:		US 522									
	0.90	160	R	From:		Greene County L	ine			NA			NA		09/03/200
618)	0.90	100	K	To:		68-657		1		INA			INA		09/03/200
				From:		68-624		1							
(619)	2.80	90	R					•		NA			NA		12/02/200
				To:		68-692									
	4.45	70		From:		68-611 SOUTH	I			NIA			NIA		40/00/000
620	1.45	70	R	_						NA			NA		12/02/2002
<u></u>	2.75	90	R	From:		68-681				NA			NA		12/02/2002
620	2.75	30	IX.	To:		68-611 NORTH	I			INA			INA		12/02/200
				From:		Dead End									
621)	0.30	20	R					•		NA			NA		12/02/2002
				To: From:		US 522 NORTI US 522 SOUTI									
(621)	2.03	1000	R			03 322 300 11	1			NA			NA		12/02/200
021)				To:		2.03 ME US 52	2	- 1							
621)	0.07	1000	R	From:						NA			NA		12/02/2002
				To: From:		68-770 WEST									
621)	0.19	830	R							NA			NA		1999
				From:		68-770 EAST									
621)	0.05	800	R							NA			NA		1999
				To: From:		68-602 WEST	,								
621)	0.33	970	R	To		(0 (00 E) CE				NA			NA		12/02/200
				To:		68-602 EAST									

						ange Maintena				K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	Factor	QK	Factor	AAWDT	QW	Year
Orange County				From:		68-602 EAS	T								
621	2.07	870	R							NA			NA		1999
				From:		SR 20 WES SR 20 EAS									
621)	1.70	1800	G	95%	0%	2% 0%	2%	0%	С	0.101	F	0.637	1800	G	2003
				From:	221	68-692	201						4=00		
621)	2.00	1500	G	95%	0%	2% 0%	2%	0%	F	0.091	F	0.514	1500	G	2003
621)	2.00	1900	G	From: 95%	0%	68-608 WES	2%	0%	F	0.092	F	0.643	2000	G	2003
				To:		68-604									
621)	1.20	1400	R							NA			NA		1999
				To: From:		Spotsylvania Cour	nty Line								
622	1.60	220	R	riom.		68-602				NA			NA		12/02/20
				To: From:		68-672									
622	2.30	250	R							NA			NA		1999
				To: From:		68-663									
623)	1.00	80	R	riom.		SR 20				NA			NA		12/02/200
				To-		Dead End									
	3.50	140	R	From:		68-651				NA			NA		1999
624)	3.30	140	K	To:		(0, (10				INA			INA		1999
624)	2.50	450	R	From:		68-619				NA			NA		1999
				To-		68-650									
	1.05	930	R	From:		Dead End				NIA			NIA		11/05/00
625)	1.05	930	ĸ	To:		(0.712				NA			NA		11/25/200
625)	0.35	930	R	From:		68-712				NA			NA		11/25/200
				To-		SR 20									
	3.90	30	R	From:		68-627				NA			NA		12/02/20
626	3.90	30	K	To:		68-636				INA			INA		12/02/20
				From:		68-615									
627)	0.40	530	R							NA			NA		1999
_	4.40	330	R	From:		68-636		-		NA			NA		1999
627)	4.40	330		To		68-626				INA			INA		1999
627)	0.50	570	R	From:		08-020				NA			NA		1999
				To:		68-617									
	2.70	47	R	From:		SR 20				NA			NA		12/02/200
628	2.70			To		68-747				IVA			14/-1		12/02/200
628	1.00	80	R	From:		00-747				NA			NA		1999
				To:		68-627									
	1.51	380	R	From:		68-651				NA			NA		1999
629	1.01	300	11	To		US 522				11/7			IN/A		1333
629	1.74	540	G	97%	0%	1% 1%	1%	0%	F	0.106	F	0.589	540	G	2003
				To-		68-669									
629	1.22	680	G	97 <u>%</u>	0%	1% 1%	1%	0%	F	0.096	F	0.529	680	G	2003
				To: From:		66-630 68-630									
629	2.07	790	G	97%	0%	1% 1%	1%	0%	С	0.087	F	0.563	790	G	2003
				To:		68-724									

					Or	ange Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County															
	4.00	4400	_	From:	00/	68-724	40/	00/	_	0.004	_	0.040	4400	0	0000
(629)	1.06	1100	G	97%	0%	1% 1%	1%	0%	F	0.094	F	0.613	1100	G	2003
<u></u>	0.99	1400	G	From: 97%	0%	68-739 1% 1%	1%	0%	F	0.096	F	0.613	1400	G	2003
629	0.55	1400	Ü	J1 /0	070		1 70	 -	'	0.000		0.010	1400	J	2000
629	0.99	1800	G	From: 97%	0%	68-1101 1% 1%	1%	0%	С	0.105	F	0.601	1900	G	2003
029	0.00			To:	0,0	SR 20	.,,			000		0.00.			
				From:		68-669									
630	0.55	70	R							NA			NA		11/25/2002
				From:		68-677		-							
630	0.10	50	R							NA			NA		11/25/2002
				From:		0.10 MN 68-67	7	-							
630	1.75	45	R	To:		(0. (20				NA			NA		11/25/2002
				From:		68-629									
631)	1.40	440	R	1.0		68-612				NA			NA		11/25/2002
031)				To:		68-629		L							
(631)	1.10	420	R	From:		08-029				NA			NA		11/25/2002
(651)				To:		SR 20									
				From:		US 15									-
632	0.23	470	R							NA			NA		11/25/2002
				To: From:		68-700		-							
632	0.05	150	R							NA			NA		11/25/2002
				From:		68-717									
632	0.55	90	R							NA			NA		11/25/2002
				From:		0.55 ME 68-71	7								
632	0.25	60	R	To:		D1E1				NA			NA		11/25/2002
				From:		Dead End		<u> </u>							
633	2.51	240	R			68-616				NA			NA		11/25/2002
000)				To:		68-736									
633	0.19	350	R	From:		00-750				NA			NA		11/25/2002
				To:		68-674		1							
633	0.87	630	G	95%	0%	3% 1%	1%	0%	F	0.102	F	0.636	630	G	2003
				To: From:		68-635									
633	0.42	680	G	95%	0%	3% 1%	1%	0%	С	0.113	F	0.628	680	G	2003
				To:		WCL Orange									
\bigcirc	0.54	00		From:		Madison County I	ine			N 1.0			NIA		44/05/0000
634)	0.54	20	R	To:		US 15				NA			NA		11/25/2002
				From:		Dead End									
635	0.79	80	R			Dead End				NA			NA		11/25/2002
				To		SR 20		1.							
635	1.20	47	R	From:		51(20				NA			NA		11/25/2002
				To:		68-633									
				From:		68-627									
636	1.50	220	R							NA			NA		1999
	. ==	4===		From:		68-689				***					
636	1.50	150	R	_						NA			NA		1999
				From:		1.50 MN 68-68	9								10/06/2005
636	3.10	70	R							NA			NA		12/02/2002
	0.50	200		From:		68-626				NI A			NI A		1000
636)	0.50	200	R	To:		US 522		1		NA			NA		1999
						0.5 344		J							

					Oi	ange Mantenant	e Alca								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			α	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		68-647		1							
637)	2.18	550	G	97%	1%	2% 0%	1%	0%	С	0.12	F	0.559	560	G	2003
				To-		68-612									
				From:		68-612									
638	3.79	160	R							NA			NA		11/21/2002
				From:		3.79 MS 68-612	2								
638 638	1.81	530	R							NA			NA		11/21/2002
0				From:		68-643		ŀ							
(638)	2.60	1200	R	Ter						NA			NA		11/21/2002
				To:		68-647									
	2.59	360	R	From:		Louisa County Li	ne			NA			NA		11/21/2001
639	2.59	360	K							INA			INA		11/21/2002
	2.00	700		From:	40/	68-643	40/	00/		0.424		0.00	700		2002
639	2.90	780	G	96%	1%	2% 0%	1%	0%	F	0.131	F	0.68	780	G	2003
	0.00	4=00	_	From:	40/	68-647	40/	-00/		0.445		0.500	4700		
639	0.20	1700	G	96%	1%	2% 0%	1%	0%	С	0.115	F	0.589	1700	G	2003
				From:		US 15									
639	0.75	270	R							NA			NA		11/14/2002
				From:		0.75 MW US 1	5								
639)	0.35	100	R							NA			NA		11/14/2002
				To: From:		1.10 MW US 1:	5								
639	2.30	100	R							NA			NA		11/14/2002
				To: From:		68-655		ŀ							
639	0.33	480	R	110111.						NA			NA		11/14/2002
				To-		SR 20									
				From:		68-692									
640	0.20	40	R							NA			NA		12/02/2002
				To:		Dead End									
			_	From:		SR 231									
641)	0.07	120	R							NA			NA		11/14/2002
				From:		0.07 ME SR 23	1	-							
641)	2.24	110	R							NA			NA		11/14/2002
				To: From:		2.31 ME SR 23	1	-							
641)	0.46	150	R							NA			NA		11/14/2002
<u> </u>				To: From:		68-693		-							
(641)	0.50	400	R							NA			NA		11/14/2002
				To:		68-616									
\bigcirc				From:		68-647									
(642)	0.45	380	R							NA			NA		11/21/2002
<u> </u>				From:		68-694									
642)	0.15	150	R	_						NA			NA		11/21/2002
				To:		68-639									
Town of Gordonsville				From:		68-1014		ı							
(643)	0.32	620	G	96%	1%	3% 0%	0%	0%	С	0.111	F	0.677	620	G	2003
073				Tn		ECL Gordonsvil			_		_			_	
Orange County															
				From:		ECL Gordonsvil									
643)	0.09	910	G	96%	1%	3% 0%	0%	0%	F	0.111	F	0.630	910	G	2003
				To: From:		68-750									
643)	0.58	530	G	96%	1%	3% 0%	0%	0%	F	0.107	F	0.684	530	G	2003
				To		68-690									
643)	5.57	340	G	96%	1%	3% 0%	0%	0%	F	0.139	F	0.634	340	G	2003
				To:		68-639									

					Or.	ange Mainter	ance Area	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County (643)	0.73	830	R	From:		68-639				NA			NA		11/21/2002
	2.20	320	R	To: From:		68-638 Albemarle Cou				NA			NA		09/03/2002
644)	1.13	950	G	From: 95%	0%	US 33	6 0%	0%	C	0.101	F	0.564	950	G	2003
644	1.12	810	G	To From: 98%	0%	68-657 1% 2%		0%	С С	0.099	· 	0.564	810	G	2003
644	1.76	670	G	To- From: 98%	0%	68-655 1% 2%		0%	F	0.11		0.52	680	G	2003
644)	1.70			To:	070	68-609 Albemarle Cou		0 70	<u> </u>	0.11		0.52			2003
645)	0.50	180	R	To:		US 33	ne, zme			NA			NA		11/18/2002
646)	0.60	300	R	From:		Albemarle Cou	nty Line			NA			NA		11/18/2002
646)	2.10	160	R	To: From:		US 33				NA			NA		11/18/2002
	1.57	980	G	From: 96%	1%	SR 231 68-639 1% 19		0%	F	0.102	F	0.529	990	G	2003
(647) (647)	0.31	2200	G	To: From: 96%	1%	68-638; 68 1% 19	-688	0%	F	0.094	F	0.545	2300	G	2003
647	1.65	2700	G	From: 96%	1%	68-637 1% 19		0%	С	0.093	F	0.58	2700	G	2003
				To: From:		SCL Oran Dead Er									
648)	0.67	10	R	To: From:		0.67 MN Dea	d End			NA			NA		11/21/2002
648)	0.40	230	R	To		68-643				NA			NA		11/21/2002
649	2.18	80	R	From:		US 522				NA			NA		11/25/2002
(650)	0.20	120	R	From:		Dead Er				NA			NA		12/02/2002
<u>(650)</u>	0.50	430	R	From:		68-669				NA			NA		12/02/2002
<u>(650)</u>	3.30	460	R	From:		US 522				NA			NA		1999
650	0.09	1300	R	From:		68-624 SR 20				NA			NA		1999
(651)	2.20	170	R	From:		Louisa Coun				NA			NA		11/25/2002
				To: From:		68-612 W									
<u>(651)</u>	3.10	320	R	From:		US 522			<u> </u>	NA			NA 		11/25/2002
<u>(651)</u>	2.50	200	R 	To- From:		68-629				NA			NA		1999
(651)	1.50	320	R	To:		68-624				NA			NA		1999

Orange County Factor Fac						Orange Maintenance Area			
Best 2.90 250 R		Length	AADT	QA	4Tire			C AAWDT	QW Year
Section Sect	Orange County				From:	68-624			
Spotsylvania County Line NA NA 198 188 150 180 R	651)	2.90	250	R			NA	NA	1999
Section Sect	\bigcirc	1.00	420		From:	68-692	NA	NΙΔ	1000
SEC 1.40 100 R	(651)	1.00	420	ĸ	To:	Spotsylvania County Line	NA	INA	1999
					From:				
B63	(652)	1.40	100	R		66 33	NA	NA	09/03/200
	<u> </u>				To-	Dead End			
Section Sect					From:	68-651			
Section Sect	(653)	1.50	180	R			NA	NA	1999
Section Sect									
Section Sect		0.50	50	ь	From:	SR 231 SOUTH	NΑ	NΙΔ	11/14/200
Section Sect	(654)	0.50	50	K			NA	INA	11/14/200
SS 251 NORTH NA		0.40	40		From:	68-732	NΛ	NΙΛ	11/14/200
Second Columb Second Colum	(654)	0.40	40	ĸ	To:	SP 231 NOPTH	NA	INA	11/14/200
Second S					From:				
655 1.89 130 R	(GEE)	1.80	90	R	110	08-044	NA	NA	09/03/200
1.89 130 R	(655)	1.00			т.,	(0.656	100	107	00/00/200/
	(FE)	1 80	130	R	From:	68-656	NΔ	NΔ	09/03/200
SR 20 NORTH NA NA 09/03/	(655)	1.09	130	IX	_		IVA	IVA	09/03/2002
SSR_30 NORTH NA		0.03	120	В	From:	1.89 ME 68-656	NΛ	NΙΛ	00/02/200
SR 20 SOUTH	(655)	0.03	130	K	To:	SR 20 NORTH	NA	INA	09/03/200/
SR 231 NORTH SR 231 SOUTH NA NA 11/14/ SR 231 SOUTH SR 231 SOUTH NA NA NA 11/14/ SR 231 SOUTH SR 231 SOUTH S					From:				
SR 231 NORTH SR 231 SOUTH NA NA 11/14/ SR 231 SOUTH NA NA 11/14/ SR 231 SOUTH NA NA NA NA 11/14/ SR 231 SOUTH	(655)	1.93	320	R			NA	NA	11/14/200
Section Sect					To:				
656 0.62 45 R Dead End NA NA 09/03/ 657 1.75 400 R NA NA 09/03/ 657 0.95 370 R NA NA NA 09/03/ 657 1.60 130 R NA NA NA 09/03/ 658 0.65 150 R NA NA NA 09/03/ 658 0.80 300 R NA NA NA 09/03/ 659 0.60 140 R NA NA 09/03/ 669 0.60 140 R NA NA 09/03/ 660 2.00 60 R NA NA NA 09/03/	655	3 10	190	R	110	SR 231 SOUTH	NA	NA	11/14/2002
656 0.62 45 R Dead End NA NA 09/03/ 657 1.75 400 R NA NA 09/03/ 667 0.95 370 R NA NA 09/03/ 667 1.60 130 R NA NA 09/03/ 658 0.65 150 R Dead End NA NA 09/03/ 668 0.60 140 R NA NA 09/03/ 669 0.60 140 R NA NA 09/03/ 660 2.00 60 R NA NA 09/03/ 660 2.00 60 R NA NA 09/03/	(655)	0.10	100		To:	68-639	100	107	11/14/200/
656 0.62 45 R					From:				
Seed Jane Seed	(656)	0.62	45	R			NA	NA	09/03/200
657 1.75 400 R					To:	Dead End			
Section Sect					From:	US 33			
Section Sect	(657)	1.75	400	R			NA	NA	09/03/200
657 0.95 370 R					To: From:	68-644			
657	(657)	0.95	370	R			NA	NA	09/03/2002
	<u> </u>				To	68-618			
Greene County Line	(657)	1.60	130	R	r tom.		NA	NA	09/03/2002
658 0.65 150 R NA NA 09/03/ 658 0.80 300 R NA NA 09/03/ To US 33 From: Dead End NA NA 09/03/ 659 0.60 140 R NA NA 09/03/ From: G8-658 From: 68-651 NA NA NA 09/03/ NA NA 12/02/					To:	Greene County Line			
658 0.80 300 R					From:	Dead End			
658 0.80 300 R	(658)	0.65	150	R			NA	NA	09/03/2002
To: US 33 O	0				From:	68-659			
659 0.60 140 R Dead End NA NA 09/03/ To 68-658 From: 68-621 NA NA 12/02/	(658)	0.80	300	R	_		NA	NA	09/03/2002
659 0.60 140 R NA NA 09/03/ To 68-658 From: 68-621 NA NA NA 12/02/									
68-658 From 68-658 68-658		0.00	440	_	From:	Dead End	NA	A LA	00/00/000
(660) 2.00 60 R NA NA 12/02/	(659)	0.60	140	К	To:	68-658	NA	NA	09/03/2002
(660) 2.00 60 R NA NA 12/02/					From:				
To 68 602	660)	2 00	60	R	·	00-021	NA	NA	12/02/2002
00-072					To:	68-692			
From: Dead End					From:				
	(661)	0.50	30	R			NA	NA	11/25/200
Тат 68-612	\bigcup				To-	68-612			
From: Dead End					From:	Dead End			
	(662)	0.30	130	R			NA	NA	11/21/2002
To: 68-621					To:	68-621			

					O	range Mai										
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		11	S 522		Ī							
663	1.35	470	R	<u></u>		O,	3 322				NA			NA		1999
				To: From:		68	8-622									
663	1.20	140	R	To		69	8-611				NA			NA		1999
				From:		Albemarle		ina]							
(664)	1.10	190	R	<u> </u>				line			NA			NA		09/03/200
				Tn·			IS 33									
	0.50	200	R	From:		68	8-738				NΙΔ			NIA		00/02/200
665	0.50	290	ĸ	To:		Dea	ad End				NA			NA		09/03/200
$\widehat{}$				From:		68	8-617									
666	1.60	60	R	To:		65	8-627		1		NA			NA		12/02/200
				From:												
(667)	0.09	46	R				SR 3				NA			NA		12/02/200
				To:		0.091	MN SR 3		-							
667)	1.00	46	R								NA			NA		12/02/200
				Tn·		Dea	ad End									
\bigcirc	0.05	00		From:		S	R 20				NIA			NIA		00/02/200
668	0.25	90	R	To:		De	ad End				NA			NA		09/03/200
				From:			County Li	ne	1							
669	1.25	800	G	96%	0%	2%	1%	1%	0%	F	0.092	F	0.662	800	G	2003
				To: From:			2 SOUTH					_				
669	0.10	1300	G	96%	0%	2%	1%	1%	0%	С	0.087	F	0.626	1300	G	2003
	3.78	490	G	From: 96%	0%	68-612 2 %	NORTH 1%	1%	0%	F	0.099	F	0.729	490	G	2003
669	3.70	490	G	90 70 To:	070			1 70	076	Г	0.099	Г	0.729	490	G	2003
669)	4.70	380	R	From:		08	8-629				NA			NA		1994
0009				To:		68	8-671									
				From:		Greene (County Li	ne	j							
670	1.25	550	R	To:		69	8-607				NA			NA		09/03/200
				From:			0 WEST									
(671)	0.86	590	R			SK 2	U WEST				NA			NA		12/02/200
07)				To		65	8-669									
671)	0.84	890	R	From:		0.0	3-007				NA			NA		12/02/200
				To:		US 522 C		nus								
(671)	0.47	70	R	From:		SR 2	20 MID				NA			NA		12/02/200
(671)	0.17		• • •	To:		SR 2	0 EAST							10.		12/02/200
				From:		68	8-622									
672	2.00	200	R								NA			NA		1999
				Tn·			8-611									
	2.60	47	R	From:		68	8-700				NΙΔ			NA		11/05/000
673	2.00	47	K	To:		68	8-615				NA			INA		11/25/200
				From:			8-633		1							
674)	0.28	340	R								NA			NA		11/25/200
				To: From:		68	8-737]-							
674	1.62	300	R								NA			NA		11/29/200
				To:			JS 15									
(27c)	0.40	80	R	From:		Dea	ad End				NA			NA		11/14/200
675)	0.40	ου	ĸ	To:		S	R 20				INA			INA		1 1/ 14/200

					Orange Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I QC Factor	K Dir AAWDT Factor	QW Year
Orange County				From:	68-609	1		
(676)	0.70	90	R			NA	NA	09/03/2002
				To:	Dead End			
	1.71	70	R	From:	68-612] NA	NA	11/25/200
677	1.7 1	70	K	To:	68-630]	INA	11/25/200
				From:	US 33 NORTH			
678	0.50	230	R			NA	NA	09/03/200
				To: From:	SR 20]		
(678) (678)	0.05	220	R			NA	NA	09/03/200
<u> </u>				From:	68-738]		
(678)	0.83	360	R	т	VIG 22 GOV 1994	NA 1	NA	09/03/200
				To: From:	US 33 SOUTH	1		
670	0.80	30	R	Fiolii.	Dead End	J NA	NA	11/14/200
679	0.00	•		To:	SR 231	1	177	117117200
				From:	Dead End			
680	0.11	60	R			NA	NA	1999
				Tn·	68-647			
	1.00	30	R	From:	68-620] NA	NA	12/02/200
681)	1.00	30	K	To:	Dead End	1	IVA	12/02/200
				From:	Dead End			
682	0.55	160	R			NA	NA	11/21/200
$\bigcup_{i=1}^{n}$				To:	68-638]		
\bigcirc	0.00	40	-	From:	68-624]	NIA	40/00/000
683)	0.23	40	R	To:	Cul-de-Sac	NA 1	NA	12/26/200
				From:	Dead End			
684)	0.50	30	R		Dead Liid	NA	NA	12/02/200
				To:	68-611			
				From:	68-603			
685	0.35	90	R	To:	Dead End	NA 1	NA	12/02/200
				From:	US 15 SOUTH	1		
686)	0.80	70	R	<u> </u>	03 13 300 111	J NA	NA	11/21/200
<u></u>				To:	US 15 NORTH			
				From:	Spotsylvania County Line			
687)	1.90	80	R	To:	40.44	NA 1	NA	12/02/200
				From:	68-651	1		
699	0.30	360	R	r toin.	68-647	J NA	NA	11/21/200
688				To:	68-637]		
_				From:	Culpeper County Line			
689	0.31	10	R	. —		NA	NA	12/02/200
				To:	68-636	ļ		
600	0.69	700	R	From:	68-643	NA NA	NA	11/21/200
690)	0.03	100	1	To:	US 15]	IVA	1 1/2 1/200
Town of Gordonsville								
		4000	_	From:	SCL Gordonsville	<u></u>		4
(691)	0.12	1000	R	To	68-1015	NA 1	NA	11/18/200
Orango Country					00-1013	1		
Orange County				From:	68-651			
692)	2.20	530	R	_		NA	NA	1999
				To:	68-619; 68-660	<u> </u>		

					U	i arige ivi	annenanc	e Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		68 6	619; 68-660		1							
692	0.90	680	R	<u> </u>		08-0	519, 08 - 000				NA			NA		1999
				To: From:			68-606									
692	0.70	800	R								NA			NA		1999
	2.00	340	R	From:			68-621				NA			NA		1999
692	2.00		- 1	To:			20 WEST				INA			14/4		1000
(602)	1.40	900	G	98%	0%	SR 1%	20 EAST 1%	1%	0%	С	0.087	F	0.731	900	G	2003
692	1.40			To:	070		68-602	170			0.007	<u>'</u>	0.701			2000
692)	1.74	450	G	98%	0%	1%		1%	0%	F	0.089	F	0.552	460	G	2003
692 692 692				To: From:			68-640									
692)	1.30	380	G	98%	0%	1%		1%	0%	F	0.104	F	0.506	380	G	2003
603)	0.03	90	R	From:			68-611				NA			NA		1999
692)	0.00	J0	- 1	To:		0.03	MN 68-611	1	1		INA			14/4		1000
692	0.96	90	R	From:		0.03	1411 00 011	•			NA			NA		1999
				To:			Pead End									
602	0.60	360	R	From:			SR 20				NA			NA		11/14/200
693)				To:			68-641									
$\overline{}$				From:			68-642									
694)	0.20	60	R	To:		Γ	Dead End				NA			NA		11/21/200
				From:			68-602		1							
695	0.30	80	R	-							NA			NA		1999
				To: From:			Dead End									
696	0.80	80	R				68-612				NA			NA		11/25/200
				To:		Ε	Pead End									
697)	1.60	290	R	From:			68-627				NA			NA		1999
697)	1.00	230		To:		Г	Pead End				INA			INA		1999
				From:			68-605									
698	0.30	40	R	To:		Г	Dead End				NA			NA		12/02/200
				From:			Dead End									
699	0.30	40	R								NA			NA		11/25/200
				To: From:			68-674									
700	1.70	310	R	r tom.			68-632				NA			NA		11/25/200
				From:		1.70	ME 68-632	2								
700	0.70	110	R								NA			NA		11/25/200
	2.00		_	From:			68-673				NIA			NIA		44/05/000
700	2.00	60	R	То:			68-615				NA			NA		11/25/200
				From:			68-617	_								
701)	0.40	290	R	To:			110 522				NA			NA		1999
				From:			US 522 68-641		<u>l</u>							
702	0.24	260	R				UU UT1				NA			NA		11/14/200
				To:	•		Pead End	,								
703	0.20	70	R	From:			68-612				NA			NA		11/21/200
703	0.20		- 11	To:		Е	Pead End				14/7			INA		
<u> </u>																

					Orange Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC K (Dir QK Factor	AAWDT Q	W Year
Orange County				From:	Dead End				
(704)	0.15	90	R		Dead End	NA		NA	12/02/2002
				To:	Spotsylvania County Line				
Spotsylvania County				From:					
(20)	0.05	90	R	From:	Orange County Line	NA		NA	12/02/200
(704)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	88-601	10.0		107	12/02/2002
Orange County				-	_				
	0.54	CO	_	From:	Dead End	NIA		NIA	44/44/000
(705)	0.54	60	R	To:	SR 231	NA		NA	11/14/200
				From:	Dead End				
706)	0.40	30	R	<u> </u>	2002	NA		NA	11/21/200
				To:	US 15				
\bigcirc				From:	Dead End				
(707)	0.58	170	R	To:	68-629	NA		NA	11/25/200
				From:					
708)	0.40	100	R		SR 3	NA		NA	1999
(100)				To:	Dead End				
				From:	68-608				
709	0.80	80	R			NA		NA	12/02/2002
				To:	Dead End				
	0.20	20	R	From:	Dead End	NA		NA	11/18/200
710	0.20	20	IX.	To:	SCL Gordonsville	INA		INA	11/10/200
				From:	SR 3				
(711)	0.20	340	R			NA		NA	1999
				To:	Dead End				
\bigcirc	2.22			From:	Dead End				
712	0.30	NA		To:	68-625	NA		NA	
				From:	US 33				
(713)	0.60	100	R	<u> </u>	03 33	NA		NA	09/03/200
				To:	Dead End				
				From:	68-600				
(714)	0.70	110	R	To:		NA		NA	12/02/2002
					Dead End				
745	0.25	20	R	From:	68-603	NA		NA	12/02/200
715	0.20	20	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	10.			12/02/200/
				From:	68-604				
716	0.25	20	R			NA		NA	12/02/2002
				To:	Dead End				
	0.20	20	В	From:	Dead End	NIA		NIA	11/05/000
(717)	0.20	30	R	To:	68-632	NA		NA	11/25/200
				From:	Dead End				
718	0.40	590	R			NA		NA	11/21/200
				To:	US 15				
\bigcirc			_	From:	US 522				
719	0.97	300	R	To:	Spectruly rania Ct- I :	NA		NA	1999
				From:	Spotsylvania County Line				
(720)	0.07	NA			SR 20	NA		NA	
120				To:	Spotsylvania County Line				
							_		

					Ora	ange Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	()(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		US 15 SOUTH							
721)	0.54	40	R				•	NA			NA		11/25/2002
				To-		US 15 NORTH							
	0.02	20		From:		68-721	J	NIA			NIA		11/05/0000
722	0.02	20	R	To:		US 15	1	NA			NA		11/25/2002
				From:		US 15 SOUTH	I						
723	0.25	30	R					NA			NA		11/25/2002
				To:		US 15 NORTH							
	0.50	130	R	From:		68-629		NA			NA		11/25/2002
724	0.50	130	K	To:		Dead End	1	INA			INA		11/23/2002
				From:		SR 20							
725	0.90	130	R			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	4	NA			NA		1999
				To:		Dead End							
\bigcirc			_	From:		Dead End							
726	0.35	45	R	To:		SR 231	1	NA			NA		11/14/2002
				From:		68-741	<u> </u>						
727	0.45	140	R	<u> </u>		00-741	ı	NA			NA		1999
				To-		Dead End							
				From:		68-629							
728)	0.10	60	R	To:		Dead Ford	1	NA			NA		11/25/2002
				From:		Dead End	l						
720	0.47	70	R			SR 20	<u>l</u>	NA			NA		12/02/2002
729				To		Dead End]						
				From:		Dead End							
730	0.40	50	R				1	NA			NA		11/21/2002
				To:		68-639							
(724)	0.50	110	R	From:		Dead End	J	NA			NA		09/03/2002
731)	0.50	110		To:		68-644	1	INA			IVA		00/00/2002
				From:		Dead End							
(732)	1.30	60	R				-	NA			NA		11/14/2002
				To:		68-654							
	0.23	30	R	From:		68-612 SOUTH	J	NA			NA		11/21/2002
(733)	0.23	30	K	To:		68-612 NORTH	1	INA			INA		11/21/2002
				From:		Dead End	I						
734	0.50	110	R				_	NA			NA		1999
				To:		68-624							
\bigcirc	0.00	400		From:		Cul-de-Sac							1000
735)	0.20	120	R	To:		68-647	1	NA			NA		1999
				From:		68-633	l						
736	0.40	70	R	<u> </u>		00-033	J	NA			NA		1999
				To:		68-674							
				From:		68-674							
737)	0.43	60	R	To:		DJF 1	1	NA			NA		11/29/2002
				To:		Dead End	l						
739	0.26	240	R			SR 20 WEST	J	NA			NA		09/03/2002
738	0.20			To:		110 22	<u>. </u>	11/1					30,30,2002
738)	1.00	310	R	From:		US 33		NA			NA		09/03/2002
				To:		SR 20 MID		· · · ·					
·													

					Orange Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K il Factor	QK Dir Factor	AAWDT QV	V Year
Orange County				From:	SR 20 MID	1			
(738)	0.30	30	R		2220	NA		NA	09/03/2002
				To-	SR 20 EAST				
	0.60	400	_	From:	68-629			NIA	11/05/0000
739	0.60	180	R	To:	Dead End	NA T		NA	11/25/2002
				From:	SR 20 WEST	i I			
740	0.60	80	R	<u>. </u>		NA NA		NA	1999
\bigcirc				To:	SR 20 EAST	1			
\bigcirc	4.00		_	From:	SR 20 WEST	J			1000
741)	1.02	790	R			NA -		NA	1999
	0.72	390	R	From:	68-602	NA		NA	1999
741)	0.72	390	K	To:	SR 20 EAST	7		INA	1999
				From:	68-621	1			
742	0.67	110	R	<u>. </u>		NA NA		NA	1999
				To:	SR 20				
\bigcirc	0.40	070	-	From:	SR 20			NIA	40/00/0000
(743)	0.10	270	R	To:	68-741	NA T		NA	12/02/2002
				From:	Dead End				
744	0.25	130	R	<u> </u>	Dead End	NA NA		NA	11/25/2002
				To:	68-629	7			
				From:	Dead End				
745	0.12	45	R	To:	170.16	NA NA		NA	11/21/2002
				From:	US 15	1			
740	0.13	20	R	rioin.	68-655	_ NA		NA	11/14/2002
746	0.10	20		To:	Dead End	7		147.	11/1-//2002
				From:	Dead End				
747)	0.25	60	R	·		NA		NA	12/02/2002
				To:	68-628	<u> </u>			
	0.30	80	R	From:	Dead End	_ NA		NA	09/03/2002
748	0.30	00	K	To:	SR 20	٦		INA	09/03/2002
				From:	68-643	i			
(750)	0.06	320	R	<u> </u>		NA		NA	1999
				To:	68-752				
\bigcirc	0.40		_	From:	Dead End]			44/44/0000
(751)	0.18	70	R	To:	68-616	NA T		NA	11/14/2002
				From:	68-750	1			
752	0.04	40	R		00-130	NA		NA	11/21/2002
				To:	Cul-de-Sac	7			
				From:	Dead End/]			
753	0.16	NA		т	(0.00(467.))	NA NA		NA	
				To:	68-00646(L)/	1			
754)	0.14	NA		riom:	Cul-de-Sac/	_ NA		NA	
(7.54)	0. 17			To:	68-00643(B)/				
				From:	Dead End				
755	0.60	220	R			NA		NA	12/02/2002
				To-	68-692	<u> </u>			
\bigcirc	0.00	N/ 4		From:	Cul-de-Sac/			NIA	
756	0.33	NA		To:	68-00608(B)/	NA T		NA	
					00-00000(D)/	1			

					Orange Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K (QK ^{Dir} AAWDT Q' Factor	N Year
Orange County				From:	68-611			
(757)	0.90	170	R			NA	NA	1999
				To-	Cul-de-Sac			
(20)	0.55	NA		From:	68-00619(U)/68-00660(L)/68-00692(B)/	NA	NA	
758	0.55	IVA.		To:	68-00755(L)/RT 619(R)/	NA.	INA	
_				From:	SR 3			
(760)	0.86	120	R	To:		NA	NA	1999
				From:	Cul-de-Sac			
(762)	0.50	180	R		68-602	NA	NA	1999
(102)				To:	Dead End			
\bigcirc				From:	US 33			
765)	0.61	180	R			NA	NA	1999
	0.11	45		From:	68-766	NIA	NIA	44/40/200
765)	0.11	45	R	To:	Dead End	NA	NA	11/18/200
				From:	68-765			
(766)	0.08	50	R			NA	NA	1999
				To:	Dead End			
	0.28	30	R	From:	68-621 SOUTH	NA	NA	12/02/200
770	0.20	30	IX.	To:	68-621 NORTH	NA.	INA	12/02/200
				From:	Albemarle County Line			
(777)	0.80	300	R	_		NA	NA	09/03/200
				To: From:	68-678			
(780)	0.71	NA		From:	Dead End/	NA	NA	
(760)	0.7 1			To:	68-00647(B)/			
				From:	68-00780(B)/			
(781)	0.08	NA		To:		NA	NA	
T. (C.) 11				10.	Cul-de-Sac/			
Town of Gordonsville				From:	68-1014			
(1000)	0.12	50	R	To:		NA	NA	12/02/200
				From:	Dead End 68-1002			
(1001)	0.11	90	R		06-1002	NA	NA	11/21/200
				To:	68-1011			
\bigcirc				From:	68-1001			
1002	0.24	70	R	To:	68-1004	NA	NA	11/21/200
				From:	Dead End			
(1003)	0.10	110	R	<u> </u>	Botto Ente	NA	NA	11/18/200
				From:	68-1004			
1003)	0.13	440	R			NA	NA	11/18/200
				To:	SR 231			
(1004)	0.09	200	R	From:	Duke Street	NA	NA	11/18/200
1004)	0.00			To	68-1003	1 10 1	1.0.1	10,230
(1004)	0.24	460	R	From:	00-1003	NA	NA	11/18/2002
				To	68-1009			
(1004)	0.09	410	R	eront.		NA	NA	11/18/2002
				To: From:	US 15			
1004	0.07	660	R	To:	(0.1020	NA	NA	11/21/200
				10.	68-1030			

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			<i>, , ,</i> ,	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Gordonsville				From:			TITAL	ZIIGII		1 actor		i actor			
(1004)	0.41	670	R	rioin.		68-1030				NA			NA		11/21/200
1004)				To		68-643									
$\widehat{}$				From:		68-1004									
(1005)	0.34	150	R	To:		(0.1020		1		NA			NA		11/21/200
				From:		68-1030 US 15									
(1006)	0.60	3000	G	94%	0%	2% 0%	4%	0%	С	0.081	F	0.613	3000	G	2003
				To:		SR 231									
\bigcirc				From:		68-1029									
(1007)	0.06	60	R							NA			NA		11/18/200
	0.10	280	R	From:		68-1006				NA			NA		11/18/200
(1007)	0.10	200	IX.	To:		Dead End				INA			INA		11/10/200
				From:		68-1006									
1008	0.16	340	R							NA			NA		11/18/200
				To: From:		US 15		ŀ							
1008	0.24	170	R	To		68-1004				NA			NA		11/21/200
				From:		68-1004		I							
(1009)	0.10	30	R			00-1008				NA			NA		11/18/200
				To:		68-1004									
\sim				From:		68-1011									
1010	0.08	120	R	To:		68-1008				NA			NA		11/21/200
				From:		US 15									
(1011)	0.18	530	R			03 13				NA			NA		11/21/200
				To:		68-1002									
\bigcirc				From:		68-1024									
(1012)	0.11	420	R							NA			NA		11/18/200
	0.10	980	G	From: 97%	0%	68-1013 2% 0%	0%	0%	С	0.109	F	0.663	990	G	2003
(1012)	0.10	300	G	31 /0	0 70		0 70	0 /0	C	0.109	•	0.003	990	G	2003
(1012)	0.26	240	R	From:		US 15				NA			NA		11/18/200
1012				To:		68-1028									
				From:		68-1012									
(1013)	0.08	650	G	97% To:	0%	2% 0%	0%	0%	С	0.093	F	0.536	650	G	2003
				From:		68-1014 68-1024									
(1014)	0.16	300	R	<u> </u>		08-1024				NA			NA		11/18/200
				To		68-1013									
(1014)	0.04	470	G	98%	1%	1% 0%	0%	0%	С	0.112	F	0.674	470	G	2003
				To:		68-643									
\cap	0.40	240	Б	From:		SCL Gordonsvil	le			NIA			NIA		11/10/000
1015	0.16	240	R							NA			NA		11/18/200
(1045)	0.22	1200	R	From:		68-691				NA			NA		11/18/200
1015				To:		US 15									
				From:		68-1008									
1016	0.11	60	R	-						NA			NA		11/18/200
				To: From:		68-1004									
(1016)	0.16	80	R							NA			NA		11/18/200
				To:		SR 231									

				Orange Maintenance Area			
Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Di Factor Fac		Year
			From:	68-1037			
0.23	410	R			NA	NA	11/18/2002
0.07	60	R	From:	US 15	l NA	NA	11/18/2002
0.07			To:	69 1017	I W	147.	11/10/2002
0.06	60	R	From:	00-1017	NA	NA	11/18/2002
			To:	68-1012			
			From:	68-1037			
0.11	140	R			NA	NA	11/18/2002
0.10	NΛ		From:	US 15	NΔ	NΔ	
0.10	NA.		To:	68-1015	INA	INA	
			From:				
0.10	20	R			NA	NA	11/21/2002
			To:				
0.00			From:	68-1012	N/A	NA	
0.09	NA				NA I	NA	
0.00	130	Р	From:	68-1007	NΔ	NΔ	11/18/2002
0.09	130	IX.	To:	Dead End; Gap Terminus	INA	INA	11/10/2002
			From:	68-1004			
0.21	320	R	To:	SD 221	NA I	NA	11/18/2002
0.20	220	R		08-1015	NA	NA	11/18/2002
			To:	68-1014			
			From:	68-1002			
0.17	40	R	т	69.4000	NA	NA	11/21/2002
0.10	180	R		Dead End	I NA	NA	11/18/2002
			To:	68 1012			
0.07	160	R	From:	00 1012	NA	NA	11/18/2002
			To:	68-1014			
0.27	80	R	FIOII.		NA	NA	11/18/2002
0.10	000	В	From:	SR 231	NA	NA	11/18/2002
0.10	900	K	To:	NCL Gordonsville	INA	INA	11/10/2002
			From:				
0.11	230	R			NA	NA	11/18/2002
			To:	Dead End			
			From:	Dead End			
0.10	70	R		Dead End	NA NA	NA	11/18/2002
			To:	SR 231			
				69.1015			
0.09	70	R	From:	68-1012	NA NA	NA	11/18/2002
			To:	Dead End	14/1		
			From:	68-1012			
0.21	40	R			NA	NA	11/18/2002
			To:	Dead End			
0.24	330	R	From:	68-1004	NA	NA	11/21/2002
	0.23 0.07 0.06 0.11 0.10 0.09 0.21 0.20 0.17 0.10 0.07 0.27 0.10 0.11 0.10	0.23 410 0.07 60 0.06 60 0.11 140 0.10 NA 0.10 20 0.09 NA 0.09 130 0.21 320 0.20 220 0.17 40 0.10 180 0.07 160 0.27 80 0.10 900 0.11 230 0.10 70	0.23 410 R 0.07 60 R 0.06 60 R 0.11 140 R 0.10 NA 0.10 20 R 0.09 NA 0.09 130 R 0.21 320 R 0.21 320 R 0.17 40 R 0.17 40 R 0.10 180 R 0.10 180 R 0.10 160 R 0.27 80 R 0.11 230 R 0.11 230 R	0.23	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail	Length AADT QA 4Tire Bus 2Axie 3+Axie 1Trail 2Trail QC Factor QK QK Factor QK Factor QK Pactor QK	Length AADT QA 4Tire Bus

					Orange Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2	QC K Factor	QK Dir Factor	AAWDT QV	V Year
Town of Gordonsville						 1 40101	1 40101		
	0.04	580	R	From:	68-1005	NA		NA	11/21/2002
(1030)	0.04	300		To	US 15	14/3		IVA	11/21/200
				From:	Dead End				
(1031)	0.04	40	R	_		NA		NA	11/21/200
				To:	68-1030				
	0.08	70	R	From:	68-1030	NA		NA	11/21/200
(1032)	0.00	70	IX	To:	68-1005	INA		INA	11/21/200
				From:	68-1030				
(1033)	0.14	40	R	_		NA		NA	11/21/200
				To:	68-1005				
	0.00	000	_	From:	Dead End	NIA		NIA	44/40/000
(1034)	0.23	800	R	To:	68-1006	NA		NA	11/18/200
Orange County					00 1000				
				From:	Dead End				
1035	0.05	40	R			NA		NA	1999
				From:	68-1036				
1035	0.06	70	R	To	WCI Candananilla	NA		NA	1999
T. 46 1 111					WCL Gordonsville				
Town of Gordonsville				From:	WCL Gordonsville				
1035)	0.11	110	R			NA		NA	1999
				From:	68-1036				
(1035)	0.05	210	R	. —		 NA		NA	1999
				To:	68-1017				
Orange County				From:	68-1035				
(1036)	0.11	160	R	-	******	NA		NA	1999
				To:	WCL Gordonsville				
Town of Gordonsville				From:	WOLC 1 II				
(1036)	0.04	180	R		WCL Gordonsville	NA		NA	1999
(1000)				To:	68-1035				
				From:	SCL Louisa				
(1037)	0.10	130	R			NA		NA	11/18/200
<u> </u>				To: From:	68-1019				
(1037)	0.08	130	R	To:	60 1017	NA		NA	11/18/200
				From:	68-1017				
(1038)	0.13	50	R		Dead End	NA		NA	11/18/200
(1030)				To:	68-1004				
Orange County									
	0.00	20	R	From:	Cul-de-Sac	NIA		NIA	11/21/200
(1040)	0.09	20	ĸ	_		 NA		NA	11/21/200
(1040)	0.09	100	R	From:	68-1041	 NA		NA	11/21/200
(1040)	0.03	100	11	To	68-647	INA		TW/A	11/21/200
				From:	68-1040				
(1041)	0.06	30	R	_		NA		NA	11/21/200
				To:	Cul-de-Sac				
\bigcirc	4 : 5	646	_	From:	Cul-de-Sac				40/00/22
(1050)	1.43	210	R	To	68-601	NA		NA	12/02/200
					00-001				

					Ora	ange Maintenance A								
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:		68-1052								
(1051)	0.55	60	R	<u> </u>		00 1032			NA			NA		12/02/2002
				To:		68-603								
\bigcirc				From:		68-1053								
(1052)	0.23	45	R	To:		68-1050			NA			NA		12/02/2002
				From:		68-1050								
(1053)	0.43	9	R			08-1030			NA			NA		12/02/2002
(1000)				To:		68-1052								
				From:		SR 3								
(1059)	0.14	6400	R	_					NA			NA		12/02/2002
				To:		Dead End								
	0.08	20	R	From:		Cul-de-Sac			NIA			NΙΔ		1000
1060	0.08	20	ĸ						NA			NA		1999
\bigcirc	0.33	420	R	From:		68-1061 WEST			NIA			NA		1000
1060	0.32	120	ĸ						NA			NA		1999
\bigcirc	0.06	250	-	From:		68-1061 EAST			NIA			NΙΔ		1000
(1060)	0.06	250	R	To:		68-692			NA			NA		1999
				From:		68-1060 WEST								
1061	0.56	100	R			00 1000 WEST			NA			NA		1999
				To		68-1060 EAST								
(1061)	0.17	20	R	From:		00 1000 E/151			NA			NA		1999
				To:		Dead End								
				From:		Dead End								
1062	0.57	200	R	_					NA			NA		12/02/2002
				To:		68-692								
	0.04	400	_	From:		Dead End			NIA			NIA		10/00/000
1063	0.61	100	R	To:		68-1062	1		NA			NA		12/02/2002
				From:		68-646								
1080	0.28	110	R			00-040			NA			NA		1999
				To		68-1081								
(1080)	0.29	80	R	From:		00-1001			NA			NA		1999
				To:		68-646 NORTH								
				From:		68-1080								
(1081)	0.09	10	R				1		NA			NA		1999
				To:		Cul-de-Sac								
	0.20	220	R	From:		68-629			NA			NA		1999
1101	0.20	220	IX			60.4100			INA			INA		1999
	0.05	20	R	From:		68-1102			NA			NA		1999
(1101)	0.00	20	1	To:		Dead End			INA			IVA		1333
				From:		68-1101								
(1102)	0.08	70	R						NA			NA		1999
				To:		Dead End								
		46-	_	From:		US 15								
1105	0.19	130	R	To:		60 1107			NA			NA		11/21/2002
				From:		68-1106								
(1106)	0.08	30	R	r tom.		68-1105			NA			NA		11/21/2002
1106	0.00	•	• • •	To:		Cul-de-Sac			. 1/1			14/3		
				From:		Cul-de-Sac								
1120	0.17	50	R	<u> </u>					NA			NA		1999
\bigcirc				To:		68-1121								
		_	_		·			_		_	_		_	

					Orange Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Orange County				From:	68-1121							
(1120)	0.35	270	R		00-1121		NA			NA		1999
(1129)				To	68-621							
				From:	Cul-de-Sac							
(1121)	0.27	130	R			•	NA			NA		1999
				To:	68-1120							
	0.45	NIA		From:	68-02013(B)/		NIA			NIA		
2011)	0.15	NA		To:	Cul-de-Sac/	İ	NA			NA		
				From:	68-02013(B)/							
2012	0.13	NA		<u> </u>	00-02013(B)		NA			NA		
2012				To:	Dead End/							
				From:	ECL Orange							
(2013)	0.14	80	R			•	NA			NA		11/25/2002
				To:	SR 20							
\bigcirc				From:	Dead End							4000
2014	0.20	170	R	To:	SD 20	Ì	NA			NA		1999
				From:	SR 20							
(2015)	0.12	160	R		Dead End		NA			NA		1999
(2015)	0.12	.00	•••	To-	SR 20							1000
				From:	Begin Loop							
2016	0.59	180	R			_!	NA			NA		1999
				To:	End Loop							
2016	0.05	260	R	FIOIII.	·	_!	NA			NA		1999
				To-	SR 20							
				From:	68-2016							
(2017)	0.07	30	R	To:	0.1.1.0	İ	NA			NA		1999
				10.	Cul-de-Sac							
Town of Gordonsville				From:	68-1004							
9302)	0.08	130	R	<u> </u>	00 100.	l	NA			NA		1999
				To-	Gordonsville Elem Sch							
Orange County												
	0.40	450	_	From:	US 522		NIA			NIA		4000
9521	0.13	150	R	To:	Lightfoot Sch		NA			NA		1999
				From:	US 522							
9725)	0.15	220	R		03 322		NA			NA		1999
				To:	Unionville Elem Sch							
Town of Orange												
<u> </u>	0.00	0000	•	From-	SR 20 Byrd Street		0.405	_	0.544	0000	0	0000
Main Street E	0.66	2900	G	98% To:	1% 0% 0% 0% 0% 275-844 Selma Rd	C	0.105	F	0.541	2900	G	2003
				From:	Selma Road							
Rapidan Road	0.18	2100	G	96%	0% 2% 1% 1% 0%	С	0.107	F	0.506	2100	G	2003
213)				To: From:	Boxley Lane							
Main Street	0.28	1600	G	89%	Boxley Ln 1% 3% 5% 2% 0%	F	0.092	F	0.566	1600	G	2003
Main Street			_	Tn·	68-615, NEW ECL Orange	L.		_			_	
				From:	SR 20 Constitution Road							
844 Selma Road	0.35	2900	G	92%	6% 2% 1% 0% 0%	С	0.137	F	0.711	2900	G	2003
2/5/				To:	RT 615 Main Street E							
Red Hill Road	1.05	430	G	97%	2% 0% 0% 0% 0% 0%	С	0.097	F	0.537	440	G	2003
275				To:	Dead End							
				From:	WCL Orange 68-633							
Spicers Mill Road	1 16	1000	G	96%	1% 1% 1% 0% 0%	С	0.152	F	0.535	1000	G	2002
275	1.16	1000	G	To:	US 15 Madison Road		0.132	'	0.000	1000	G	2003

Devite	l avaartla	AADT		4T:==	D		Tru	ıck			K	OK	Dir	A A)A/DT	014/	Vaar
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Town of Orange				_												
				From:		68-647	SCL Oran	ge								
846 Old Gordodsville Rd	0.35	2400	G	95%	1%	2%	1%	1%	0%	F	0.106	F	0.575	2400	G	2003
275)				To:		Woo	odcrest Dr									
				From:		Wood	crest Drive	2								
846 Old Gordonsville Road	0.72	2500	G	95%	1%	2%	1%	1%	0%	С	0.099	F	0.550	2500	G	2003
275)				To:	I	JS 15 Jam	es Madison	ı Hwy								
-				From:		Blue	Ridge Dr		Ī							
Piedmont Street		NA									NA			NA		
				To:		Mas	son Street									
				From:		WC	L Orange									
Porterfield Drive		490	G			•					0.118	F		530	G	2003
				To:		Montey	vista Aven	ıe								